Impressions of the two different aspects of the meeting—racing and display. On the left the T.K.2 provides Mr. G. de Havilland with a little "g" at the aerodrome turn, while on the right the three Gauntlets of No. 111 (F) Sq. are concluding one of their two shows.

CINQUE PORTS WAKEFIELD CUP RACE.

RESULTS.

HEAT I.

Pilot.	Machine.	Finishing Time.*	Flying Time.	Speed.
		min. sec.	min. sec.	m.p.h.
1. G. de Havilland ...	T.K.2	27 41	17 21	173
2. A. V. Harvey ..	Whitney Straight	27 47	21 54	137
3. A. Du Port	Moth Major ...	27 57	27 12	110.5
4. Seidemann	B.F.W. 108 ..	28 10	17 14	174
5. Field-Richards ..	Porterfield ...	28 51	28 51	104
6. G. Hansez	Caudron 581 ..	28 56	17 27	172
7. H. F. J. Broadbent...	B.A. Eagle ...	28 59	23 56	125.25
8. H. R. A. Edwards ...	Hawk Major ..	29 43	23 40	127

HEAT II.

1. Clausen	Klemm 35 .	24 59	24 59	120
2. A. J. S. Morris ...	Hawk Major ..	25 14	19 18	155.5
3. B. Karlis	V.E.F. J.12 ...	25 20	21 21	140.5
4. A. Henshaw ..	Mew Gull .	25 21	14 26	208
5. R. M. Hackney ..	Hendy Hobo ..	25 33	23 45	126.5
6. J. Bayley	Miles W.S. ...	25 41	22 39	132.5
7. Arnaux	Caudron 685 ..	26 22	14 54	201.5
8. F. J. C. Butler .	Vega Gull ...	26 35	19 41	152.5

FINAL.

1. Clausen	Klemm 35 ..	27 14	24 52	120.75
2. B. Karlis	V.E.F. J.12 ...	27 37	21 16	141
3. A. J. S. Morris ...	Hawk Major ..	27 40	19 22	155
4. A. Henshaw ..	Mew Gull ...	27 42	14 25	208
5. A. V. Harvey ..	Whitney Straight	27 49	21 56	137
6. R. M. Hackney ..	Hendy Hobo ...	27 50	23 40	126.75
7. G. de Havilland ..	T.K.2	27 51	17 31	171.5
8. A. Du Port	Moth Major ...	28 3	27 18	110
9. Seidemann	B.F.W. 108	28 11	17 15	174
10. Field-Richards .	Porterfield ..	29 13	29 13	102.75

* Handicaps may be obtained by subtracting the net flying times from the finishing times.

AWARDS.

Cinque Ports Wakefield Cup and £50 (presented by Lord Wakefield) to Herr Clausen.

Silver Medal and £25 (presented by Mr. F. Sigrist) to Mr. Janis Vitols (pilot, B. Karlis).

Bronze Medal and £10 (presented by Mr. Noel Coward) to Mrs. W. E. Davis (pilot, A. J. S. Morris).

Speed Trophy (presented by Mr. H. J. Yates) to Mr. A. Henshaw.

Special silver medal (first foreign machine home) to Herr Clausen.

Herman Brand Prize (presented by Herr Brand of Frankfurt) to Mr. A. J. S. Morris.

first lap leaders. Herr Clausen's Klemm won by a comparatively handsome margin, with Karlis' V.E.F. leading Mr. Morris by three seconds, and the latter leading the Mew by two seconds. The T.K.2 came by as seventh, only eleven seconds outside third place. For some reason or other this machine took just ten seconds longer to cover the course in the final, so the tipsters' reckonings were not so far out after all. What can the poor experts do when six machines out of an entire field of ten are encouraged by Messrs. Dancy and Rowarth to come over the line within fourteen seconds of one another? The winners' "handsome" margin was a matter of twenty-three seconds. Tables, from which the speeds and handicaps may be extracted, appear on this page, with the names of the prize-winners.

No Demonstrations

So much for the race, which can hardly be dealt with piecemeal. Fortunately for the patience of the spectators at Lympne there were no series of demonstrations—other than those of the aerobatic variety. An excellent exception was made in the case of the Autogiro, which is sufficiently different in its characteristics to be worthy of a single display. For this affair Mr. Brie produced one or two new tricks, and his show has certainly become one of the cleanest and most efficient that it is possible to imagine. One of his new tricks can only be described as a "gyratory vertical." The machine is turned on its axis during the descent, the rate of turn being nicely gauged so that the ground is reached at the moment when the machine is facing dead into wind. Well, well. People still clamour for joy-rides, too, in this always interesting device.

Undoubtedly the high spots of the week-end were the demonstrations by three pilots of No. 111 (F) Sqn. with Gloster Gauntlets—Flt. Lt. H. V. Kennedy and P/Os. M. L. Robinson and M. W. B. Knight—given on each of the two days. Sqn. Ldr. G. V. Howard, D.F.C., explained the manœuvres, some of which were new, and the loudspeakers were connected to a short-wave receiver so that the flight leader's orders could be heard; unfortunately, the arrangments failed on Sunday, but that gave one an even better opportunity of studying the perfection of the flying, which was all the more noticeable by reason of the quietness of the Gauntlets' Mercuries.

On each day the conditions were rather rough, but only